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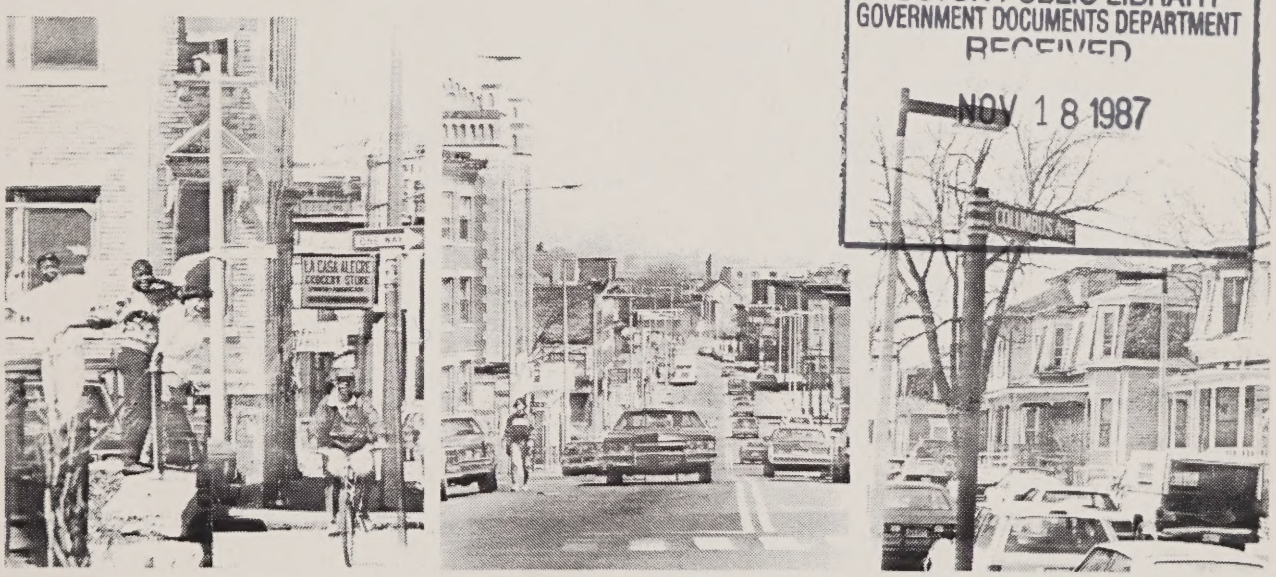
ABBREVIATED

NEIGHBORHOOD PLANNING & ZONING

THE INTERIM PLANNING OVERLAY DISTRICT

ROXBURY



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ROXBURY NEIGHBORHOOD COUNCIL

A PLAN TO MANAGE GROWTH

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I. EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

In August, 1986 the six member Roxbury Planning and Zoning Advisory Committee (PZAC) was formed under the Roxbury Neighborhood Council. Since that time the Boston Redevelopment Authority and the Mayor's Office of Neighborhood Services have held fifteen working meetings with the PZAC. Affordable housing for Roxbury's residents, prohibition of new or expanded heavy industrial and noxious uses, promotion of light manufacturing uses that maximize job opportunities in limited areas, reduction of the high volume of cars and trucks on the neighborhood's streets, preservation of open space, height standards to control development, and enhancement of urban design were the major issues discussed. They were discussed in the context of drafting the Roxbury Interim Planning Overlay District (IPOD) zoning amendment. As a result of these discussions and accompanying land use analyses, the following twelve essential actions are now proposed for inclusion in the IPOD, which will control development for the next two years and direct future land use policies in Roxbury. These zoning controls should define a balanced pattern of growth that must be achieved in Roxbury in order to preserve it as a viable residential neighborhood which benefits its residents and the city as a whole.

1. Boulevard Planning Districts

Boulevard Planning Districts (BPDs) are major arterials and cross streets that serve as primary access to and from the community and provide commercial services to the community. Because of their visual prominence and importance to the economy and transportation system of the community, Roxbury's major arterials and cross streets require special studies for revised zoning.

- Boulevard Planning Districts (BPDs) will be established to protect and promote certain major arterials and cross streets as mixed-use commercial centers and as gateways to the community.

- Site plan review by the Boston Redevelopment Authority, with community input, will be required for most projects proposed within BPDs.

- BPD design guidelines will be developed during the IPOD planning process.

- The Roxbury IPOD will include eleven Boulevard Planning Districts:

    - Washington Street
    - Blue Hill Avenue
    - Melnea Cass Boulevard
    - Warren Street
    - Shawmut Avenue from Washington Street to Melnea Cass Boulevard
    - Dudley Street
    - Columbia Road
    - Tremont Street
    - Seaver Street
    - Massachusetts Avenue
    - Columbus Avenue

- The permitted mix of uses in the BPDs will promote and sustain economic viability and residential stability by providing employment opportunities, services for residents and visitors, and affordable and market rate housing.

- Analyses required during the Roxbury IPOD planning period to formulate guidelines for the Boulevard Planning Districts will be accomplished through special studies conducted by the BRA with assistance from technical consultants and the community.

2. Neighborhood Business Districts

Neighborhood Business Districts (NBDs) are neighborhood commercial areas or nodes that contain retail and small commercial uses serving local residents. Planning for these districts is required to protect neighborhood services, streetscape appearance, and transportation access.

- The Roxbury IPOD will include eight Neighborhood Business Districts:

  - Geneva Avenue, from Blue Hill Avenue to Columbia Road
  - Washington Street, from Blue Hill Avenue to Erie Street
  - Strathcona Road, from Washington Street to Geneva Avenue
  - Centre Street, from Highland Avenue to John Eliot Square, Highland Street from Highland Avenue to John Eliot Square, John Eliot Square/Kittredge Square
  - Humboldt Avenue, from Martin Luther King Boulevard to Seaver Street
  - Shawmut Avenue, from Massachusetts Avenue to Kendall Street
  - Norfolk Street
  - Quincy Street

3. Affordable Housing Reserve Districts

The need for affordable housing is critical in Roxbury. Housing studies show that the area's residents live primarily in multi-family rental units. The rental housing stock in Roxbury tends to be low in value and in poor condition. Over-crowding is also a major problem -- family sizes are larger for Roxbury than for the city, on average. Yet, housing units are only average size resulting in more persons per unit. In 1985, only 17 percent of Roxbury's residents owned their own homes (less than half of the city rate).

The use of publicly-owned land targeted for development of affordable residential housing will contribute to Roxbury's stability and the well-being of its residents.

- The Affordable Housing Reserve (AHR) District will require that seventy-five percent (75%) of the gross floor area of any proposed projects within the District consist of housing, and that a minimum of 75% of the housing will be affordable.

- The Affordable Housing Reserve District will be applied to publicly owned lands that have become surplus to the needs of public agencies.

- In Roxbury, AHR Districts will be established on MBTA Parcel 9 and South End Urban Renewal Area (URA) Parcel X28-B, and on Bartlett Yards in the Washington Park URA.

- Densities in the Affordable Housing Reserve Districts will be approximately: 12 units per acre, low density; 24 units per acre, moderate density; or a maximum of 36 units per acre, high density.

4. Mixed Use Reserve District

The intent of a Mixed Use Reserve (MUR) District is to reserve public land for uses that may be unable to compete economically in the market place. Some of Roxbury's underutilized public land, if designated as MUR Districts and developed with an appropriate mix of residential, open space, office, or public services, would not only provide housing, recreation, jobs, and services, but could also encourage the redevelopment of Roxbury's neighborhoods.

- The Mixed Use Reserve (MUR) District will require that development occur as a Planned Development Area (PDA), incorporating a combination of housing, open space, office, or public services that meets the land use needs of the community.

- The Mixed Use Reserve District will be applied to publicly-owned land of at least one acre that has become surplus to the needs of public agencies.

- In Roxbury, a MUR District will be established on Parcel P2-C.

- The proportion and mix of uses required in the MUR District will be determined during the Roxbury IPOD planning period.

5. Industrial Economy Reserve

The greater Roxbury area had a net loss of 2,000 jobs over a 6-year period. This was the greatest decline for any neighborhood in Boston. Boston's economy, as a whole, has begun to expand and the Roxbury community should share in this economic boom.

Zoning mechanisms are needed to preserve the availability of land, in appropriate locations, zoned for industrial and manufacturing uses that provide jobs, but at the same time assure that the residential objectives of the IPOD are not violated.

- On a portion of the Economic Development and Industrial Corporation's (EDIC's) Newmarket Industrial District in the Roxbury IPOD boundaries, an Industrial Economy Reserve District will be established.

- As with EDIC's Newmarket proposal, the purpose of the Industrial Economy Reserve will be to provide land for light manufacturing uses that provide jobs and develop an economic base for the Roxbury community.

- The revised zoning for the Industrial Economy Reserve District will be developed during the IPOD planning process in coordination with EDIC and the community.

6. New Light Manufacturing Zone

Light manufacturing plants, machine shops, and regional assembly/distribution businesses established in Roxbury prior to World War II may still be appropriate in selected areas.

- During the Roxbury IPOD planning period, a new Light Manufacturing Zone will be developed permitting a limited number of nonhazardous light manufacturing uses that maximize employment opportunities and minimize adverse environmental effects.

- The new Light Manufacturing Zone will be applied to M-1 and M-2 Districts, where light manufacturing uses are appropriate and not in conflict with residential uses.

- All new or expanded heavy industrial uses will be prohibited under the IPOD.

- Buffer zones will be required around all light manufacturing sites.

7. Special Study Areas

Because certain areas within the Roxbury IPOD are unique in character or will be undergoing a transition in terms of land uses and increased development, they have been identified as Special Study Areas. Therefore, the areas need to be comprehensively planned with the community to determine the appropriate mix of uses and zoning controls that will guide the future development of the areas.

The Roxbury IPOD will include three Special Study Areas:

- Dudley Terminal Area
- Dudley Triangle at Blue Hill Avenue and Dudley Street
- Parcel 18 Area at Tremont Street and Massachusetts Avenue

8. Institutional Master Plan

The Roxbury community has a number of educational and medical facilities. Roxbury Community College and Northeastern University, in particular, present concerns regarding possible expansion into the nearby Lower Roxbury, Madison Park, and Highland Park residential communities.

New construction for classrooms, research centers, dormitories, and recreational facilities should result in positive benefits for the local residential community and be sensitive to the effects of shadow, wind and massing. In addition, the increased need for water and sewage services, refuse and garbage removal, and increased vehicular traffic affect the local residential communities. Finally, the demand for housing by students and office workers tends to raise the price of the existing available housing stock.

- Any institution in the Roxbury IPOD with a site area of at least one acre or seeking a permit for a project of at least one acre which includes an Institutional Use, will be required to submit an Institutional Master Plan.

9. Transportation and Parking Controls

A primary transportation issue facing Roxbury is the relocation of the Orange Line transit service. Specific concerns include: diminished access by public transportation to local businesses and the Dudley Municipal Center; increased vehicular traffic flow and parking demand along major streets affected by the transit relocation; and adequacy of proposed parking and replacement service options in meeting the needs of the Roxbury community.

Inadequate on-street and off-street parking exists in most areas of Roxbury for both residential and commercial uses. Heavy truck traffic on local streets must be eliminated, short-term parking must be provided in neighborhood commercial areas, and increased demand in established residential areas must be reduced. New development must demonstrate adequate vehicular access and off-street parking. Three transportation and parking elements are needed: a Transportation Master Plan for the entire neighborhood, a Transportation Access Plan for individual projects, and an increase in Residential Parking Requirements.

Transportation Master Plan

- A Transportation Master Plan will be developed to analyze current and projected access and parking demands, and improvement needs.
- Truck traffic patterns will be analyzed and truck routes will be established outside of the residential areas.
- Appropriate sites for neighborhood commercial parking will be identified.

Transportation Access Plan

A Transportation Access Plan will be required of any applicant seeking a building permit for any development exceeding 100,000 square feet, retail developments exceeding 50,000 square feet, or residential developments of more than 30 units. The Plan will consist of an impact assessment, a mitigation component, and a monitoring component.

- The impact assessment component will identify and evaluate the impact of the development on the city's transportation network.
- The mitigation component will propose measures to minimize the transportation-related impact of the developments.
- The monitoring component will describe provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

Increased Residential Parking Requirements

- Residential parking requirements will be raised to 1.0 space per unit for 1 to 6 units, and 1.25 spaces for 7 and above units.
- Units sold or rented to low and moderate income households will be required to provide 0.9 space per unit.

10. Open Space Plan

Roxbury has a mix of public open space which includes sites for active and passive recreation, urban wilds, and squares and plazas. In addition, the neighborhood has several thousand square feet of both publicly-owned and privately-owned vacant lots. As the IPOD regulations and subsequent revised zoning are enacted to encourage the development and redevelopment of residential and commercial uses in Roxbury, an Open Space Plan should also be developed to provide for the creation, improvement, and maintenance of Roxbury's open space to meet the needs of the community.

- o During the Roxbury IPOD planning period, an Open Space Plan will be developed which provides for the preservation of existing open space and the addition of new open spaces.

- o The Open Space Plan will emphasize historic, geographic and functional links to historic Roxbury, activity nodes, and to the park system of Boston.

11. Height Standards

Rising property values and the search for wider profit margins tend to encourage construction of new buildings at heights which are not appropriate in many areas of Roxbury. Therefore, in addition to floor area ratios, height standards are needed to preserve the dominant architectural scale in Roxbury.

- o To protect and promote existing and future development, the Roxbury IPOD will be governed by interim height standards.

The following five Interim Height Standards are proposed for the Roxbury IPOD:

- o 45 feet for the Dudley Triangle and Dudley Terminal Special Study Areas and all Boulevard Planning Districts except the portion of Melnea Cass Boulevard between Tremont Street and Hampden Street

- o 45 feet for Parcel P2-C proposed as a Mixed Use Reserve District

- o 45 feet for the proposed Affordable Housing Reserve Districts (MBTA Parcel 9/South End URA Parcel X28-B and Bartlett Yards)

- o 65 feet for Melnea Cass Boulevard from Tremont to Hampden Streets

- o height limits within Parcel 18 Special Study Area to be determined through community and environmental review process for publicly owned development parcels, 35 feet for other areas

- o 35 feet for all other areas

12. Use Controls

The IPOD will allow comprehensive planning and rezoning of the Roxbury neighborhood. Recognizing that a reasonable amount of time is required to complete the comprehensive planning study, and that during this period it is essential to protect the area under review from inappropriate development, interim use controls will be developed.

- To protect the Roxbury IPOD from inappropriate development, all uses except single- and two-family residential will require an Interim Planning Permit, and certain uses will be forbidden during the IPOD period.

13. Demolition Controls

Roxbury's old commercial and residential areas have strong and coherent architectural and landscape features. The Dudley Square area, for example, is a state-designated historic district with over forty historically significant buildings and sites. Unfortunately, many historic structures in Roxbury have been neglected, and some have been abandoned or demolished, weakening one of Roxbury's greatest assets.

- To protect the Roxbury IPOD until the enactment of permanent zoning regulations, demolition of a structure within the Roxbury IPOD will require an Interim Planning Permit.

- During the 2-year IPOD planning period, provisions for review of applications for demolition permits will be formulated and proposed for enactment as permanent regulations.

14. Plan for Disposition of Public Lands

Within Roxbury there is approximately sixty publicly-owned vacant properties, encompassing over 600,000 square feet of land. The disposition of this land will ensure that a variety of housing options be made available to mixed-income families and that additional commercial development offer job opportunities to area residents. Open space will be preserved to benefit the community.

- During the IPOD planning period, the Boston Redevelopment Authority and City of Boston Public Facilities Department, working with the Roxbury Neighborhood Council, will develop a plan for the disposition of publicly-owned land within the Roxbury IPOD.

- The disposition plan will provide for maximum public benefit and be consistent with the land-use goals and objectives of the IPOD.

15. Design Guidelines

Design Guidelines which seek to reinforce the positive architectural elements in Roxbury are needed to address issues of building design, open space, and landscaping. The guidelines will aim to promote improved residential and commercial design of future development and the preservation of architecturally and historically significant structures.

- During the Roxbury IPOD planning period, Design Guidelines will be developed which incorporate standards for parking and transportation access, building design, landscaping, open space, historic preservation, and control of signage, including standards that address the location and design of billboards.

- Design guidelines will address historic structures, infill housing sites, and development in the proposed Boulevard Planning Districts and Affordable Housing Reserve and Mixed Use Reserve Districts.

II. KEY ELEMENTS OF THE ROXBURY IPOD

Key Elements of the Roxbury IPOD

Boulevard Planning District (BPD)

Neighborhood Business District (NBD)

Affordable Housing Reserve District (AHR)

Mixed Use Reserve District (MUR)

Industrial Economy Reserve District

New Light Manufacturing Zone

Institutional Master Plan

Transportation Master Plan

Transportation Access Plan

Parking Controls

Open Space Plan

Height Standards

Use Controls

Demolition Controls

Plan for Disposition of Public Lands

Design Guidelines

APPLICABILITY OF IPOD POLICY RECOMMENDATIONS

ROXBURY

Key Element	Applicability
Boulevard Planning District (BPD)	Washington Street Blue Hill Avenue Melnea Cass Boulevard Warren Street Shawmut Avenue (Washington Street to Melnea Cass Boulevard) Dudley Street Columbia Road Tremont Street (including Frederick Douglass Square Seaver Street Massachusetts Avenue Columbus Avenue
Neighborhood Business District (NBD)	Geneva Avenue (Blue Hill Avenue to Columbia Road) Washington Street (Blue Hill Avenue to Erie Street) Strathcona Road (Washington Street to Geneva Avenue) John Eliot Square/Kittredge Square Humboldt Avenue (Martin Luther King Boulevard to Seaver Street) Shawmut Avenue (Massachusetts Avenue to Kendall Street) Norfolk Street Quincy Street
Affordable Housing Reserve District (AHR)	MBTA Parcel 9 and South End URA Parcel X28-B Bartlett Yards
Mixed Use Reserve District (MUR)	Parcel P2-C
Industrial Economy Reserve District	Portion of EDIC's Newmarket Industrial District
New Light Manufacturing Zone	Portions of existing M Zones
Special Study Area	Dudley Terminal Area Dudley Triangle Parcel 18

Institutional Master Plan	Required of Institution with site area of at least one (1) acre and of Applicant seeking permit for project of at least one (1) acre which includes Institutional Use
Key Element	Applicability
Transportation Master Plan	Entire IPOD
Transportation Access Plan	Required of Applicant seeking permit for any project exceeding 100,000 square feet retail projects exceeding 50,000 square feet, and residential projects of 24 or more units
Parking Controls	New Residential Uses: Units — Spaces 1 to 6 — 1.00 7 and above — 1.25 affordable — 0.90 low-income elderly — 0.20
Open Space Plan	Entire IPOD
Height Standards	Boulevard Planning Districts including Melnea Cass Boulevard between Mass. Avenue and Hampden Street - 45; Melnea Cass Boulevard BPD, from Tremont to Hampden Street - 65; Affordable Housing Reserve Districts - 45;Mixed Use Reserve District - 45;Dudley Terminal and Dudley Triangle Special Study Areas - 45;Parcel 18 Special Study Area - to be determined for public development parcels through community and environmental review process, All other areas - 35
Use Controls	Entire IPOD
Demolition Controls	Entire IPOD
Plan for Disposition of Public Lands	Entire IPOD
Design Guidelines	Entire IPOD

III. GOALS OF THE ROXBURY IPOD

Goals of the Roxbury IPOD

Control Land Speculation and Displacemant

Protect Residential Character

Provide Affordable Housing

Direct Growth

Provide Adequate Parking

Preserve, Enhance, and Create Open Space

Direct Nonhazardous Industrial Uses to Appropriate Sites

Promote Viable Commercial Districts

Preserve and Protect the Quality of Life

IV. ROXBURY PLANNING SUBDISTRICTS

ROXBURY
PLANNING SUBDISTRICTS

V. SECTION 27E - 4, 5, 6 & 7

SECTION 27E-4. Physical Boundaries. This article shall be applicable only in the Roxbury IPOD Study Area, which shall be divided into the twelve planning areas, which incorporate the Campus High, Kittredge Square, and Washington Park Urban Renewal Project Areas and which are depicted in Appendix A and described in Appendix B. The twelve planning areas shall be Madison Park, Lower Roxbury, Highland Park, Hampden-George, Dudley Square, Sav-Mor, Shirley-Eustis, Mt. Pleasant, Quincy-Geneva, Washington Park North, Washington Park South, and the Parcel 18 Area. The physical boundaries of the Roxbury IPOD Study Area are described as follows: from the intersection of Massachusetts Avenue and the northwest boundary of the Conrail right-of-way; thence following southwesterly along said Conrail right-of-way to the intersection of New Dudley Street and Columbus Avenue; thence southerly and southeasterly along said Columbus Avenue to Seaver Street; thence southeasterly along said Seaver Street to Erie Street; thence northeasterly along Erie Street to the Midland Division right-of-way; thence northeasterly along said Midland Division right-of-way to Massachusetts Avenue; thence along said Massachusetts Avenue to the point of beginning.

1. For projects or planning proposals arising within that portion of the South End Landmark District which is within the Roxbury IPOD, which boundaries are specified below, joint community review shall be required among, but not limited to the following groups: the Roxbury Neighborhood Council, the South End Historical Society, the United Neighbors of Lower Roxbury, the Claremont Park Neighborhood Association, the Chester Park Neighborhood Association, and the Worcester Square Neighborhood Association. The final recommendations for such project or planning proposal shall be made after consultation with and review by the neighborhood groups. Said boundaries are as follows: Massachusetts

Avenue, Harrison Avenue, Northampton Street, Washington Street, Camden Street, Public Alley No. 806, Northampton Street, and the Conrail right-of-way.

SECTION 27E-5. Applicability. Unless otherwise exempt pursuant to this section, any Proposed Project requiring a demolition permit, a building permit for erection, extension, or exterior demolition, or a change of use or occupancy permit, including any permit for any Proposed Project that would cause a decrease in the number of dwelling units within the Roxbury IPOD Study Area, shall be subject to the provisions of this article. The following Proposed Projects, however, shall be exempt from such regulations.

1. Any Proposed Project for Residential Uses of a single or two-family dwelling, including Use Item Numbers 1 through 4 of Table A, Section 8-7 of this code provided that in the case of manufactured housing, the Boston Redevelopment Authority has certified that the design of such structure is consistent with the Authority's design guidelines for manufactured housing.

2. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article and for which no Zoning Relief is required.

3. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before

the Zoning Commission for adoption of this article, provided that such Zoning Relief has been or is hereafter granted by the Board of Appeal pursuant to such appeal.

SECTION 27E-6. Zoning Regulations in Effect; Conflict Provisions. The Roxbury IPOD and Underlying Zoning shall together constitute the zoning regulations for the Roxbury IPOD Study Area. Upon expiration of this article, the Underlying Zoning shall be the sole set of zoning regulations for the Roxbury IPOD Study Area. While the Roxbury IPOD is in effect, the provisions of the Roxbury IPOD shall supersede Underlying Zoning where conflicts between their respective provisions exists; provided that (a) notice of a public hearing before the Zoning Commission for adoption of said Underlying Zoning was published prior to the effective date of this article, and that (b) with respect to building heights and FARs the more restrictive provisions shall govern.

SECTION 27E-7. Land Use Goals and Objectives. The general land use objectives for the twelve planning areas of the Roxbury IPOD Study Area shall be as follows: to exclude industrial uses which involve hazardous, dangerous, and environmentally degrading materials or purposes; to provide for an appropriate mix of allowed land uses; to identify and designate appropriate tracts of publicly owned land for development of owner-occupied housing affordable to all segments of the community; to promote the creation of owner-occupied housing with rental units and the rehabilitation of such housing, affordable to all segments of the community; to provide for height standards and floor area ratios that encourage residential development and the preservation of the historic character of the Roxbury IPOD Study Area; to

provide for height standards and floor area ratios which direct dense development to appropriate sites within the Roxbury IPOD Study Area; to provide a balance between development and the preservation of air, light, open space, and areas of historic significance; to provide for adequate parking and flow of traffic; to provide for commercial development that generates jobs and neighborhood benefits for Boston residents; to encourage the maintenance, expansion, and enhancement of open space, including play areas for children; to provide appropriate traffic and parking controls; to provide appropriate design guidelines for development within the Roxbury IPOD Study Area; and to protect and preserve the historically significant structures within the Roxbury IPOD Study Area.

1. Dudley Square. The land use objectives for Dudley Square shall be to promote mixed commercial, retail and residential activities; to support the establishment of recreational and public open space activities in the context of a retail and commercial district; to increase pedestrian accessibility and activity in the Dudley retail and commercial district; to preserve historically significant structures; and to promote adequate vehicular and mass transit accessibility to the Dudley retail district.

2. Hampden-George. The land use objectives for Hampden-George shall be to encourage appropriate siting of manufacturing and commercial activities; to limit manufacturing and commercial activities which may have hazardous or environmentally debilitating effects; to support existing and proposed residential uses by mandating appropriate sitings and set-backs of commercial uses; to promote the establishment of public open space, including play areas for children; and to promote adequate vehicular and mass transit access.

3. Highland Park (including Kittredge Square Urban Renewal Area). The land use objectives for Highland Park shall be to protect residential uses from inappropriate institutional expansion; to achieve the appropriate siting of retail and commercial activities; and to preserve historically significant structures and to support the historic character of the area.

4. Lower Roxbury. The land use objectives for Lower Roxbury shall be to promote mixed retail, commercial and residential activities; to encourage mass transit-related uses and supporting retail activities; and to support the establishment of educational, cultural, and public open space activities.

5. Madison Park (including Campus High Urban Renewal Area). The land use objectives for Madison Park shall be to encourage residential, recreational, educational, and public open space activities; to preserve historically significant structures; and to promote retail activities which are compatible with the primarily residential and institutional character of the area.

6. Mt. Pleasant. The land use objectives for Mt. Pleasant shall be to limit manufacturing and commercial uses which have hazardous or environmentally degrading effects; and to promote mixed commercial and retail uses along Harrison Avenue, and mixed retail and residential activities along Warren Street.

7. Quincy - Geneva. The land use objectives for Quincy-Geneva shall be to promote mixed commercial, retail and residential uses along Blue Hill Avenue; to identify and designate appropriate tracts of publicly-owned

land for development of owner-occupied housing affordable to all segments of the community; to promote the establishment of public open space, including play areas for children; and to promote manufacturing and commercial uses which are consistent with proposed land use goals set forth in this section, such uses to be restricted to the following areas: Dudley Street, Quincy Street, Geneva Avenue and Blue Hill Avenue.

8. Sav-Mor. The land use objectives for Sav-Mor shall be to promote a mix of retail and residential uses along Blue Hill Avenue and Warren Street; and to support vehicular and mass transit accessibility to the Dudley retail and commercial area.

9. Shirley-Eustis. The land use objectives for Shirley-Eustis shall be to prohibit manufacturing and commercial uses which have hazardous or environmentally degrading effects; to encourage light manufacturing and light industrial uses which will benefit the community and support the goals of the Industrial Economy Reserve; and to establish designated truck routes that avoid residential areas.

10. Washington Park North (including Washington Park Urban Renewal Project Area). The land use objectives for Washington Park North shall be to promote a mix of retail, commercial and residential uses; to support vehicular and mass transit accessibility to the Dudley retail and commercial area; and to discourage manufacturing and commercial uses incompatible with proposed land use goals.

11. Washington Park South (including Washington Park Urban Renewal Project Area). The land use objectives for Washington Park South shall be to promote a mix of retail, commercial and residential uses; to support vehicular and mass transit accessibility to the Dudley retail and commercial area; and to discourage manufacturing and commercial uses which are incompatible with proposed land use goals.

12. Parcel 18 Area. The land use objectives for the Parcel 18 Area shall be to promote a mix of commercial, retail, residential, community/cultural, office, and parking uses. Development shall provide maximum benefit to the surrounding neighborhood in terms of establishing an economic base in the community, job and home ownership opportunities, and of preventing displacement of residents in the surrounding area.